The Western Railroader

PACIFIC COAST CHAPTER

Railway & Locomotive Historical Society

and the

California-Nevada Railroad Historical Society

PROUDLY PRESENT

"A DAY WITH OLD 94"

SUNDAY, APRIL 26, 1953

On August 21, 1910, #94, shining in her newness from the manufacturer, American Locomotive Co., proudly brought WP's first passenger train down the Feather River Canyon. This engine has been saved from inevitable scrapping by WP to become an integral living part of the road's history.

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The Western Railroader

For the Western Railfan

Issue 163 Vol. 16, No. 7

WHEN STEAM WAS KING

Engine 179 heading the "Feather River Express" which has been replaced by the Budd car.

Engine 180 heading the "Exposition Flyer" that has been replaced by the "California Zephyr".

Photos from Guy Dunscomb

The Western Railroader

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EARLY DAYS ON THE ALAMEDA & SAN JOAQUIN RAILWAY

By Dan McKellips

The Alameda & San Joaquin Railway was a coal road running from Stockton to a coal mine at Tesla some 36 miles to the South West. It was taken over by the Western Pacific and the part from Carbona to Stockton is part of the W.P. main line. A portion of the remaining 16 miles is now the Carbona branch of the Western Pacific, but trains no longer run to Tesla.

I went to the Alameda and San Joaquin Railway on January 4, 1904 and ran there until I took over the construction job for the Western Pacific in 1907. When I went there the only engines there were the Numbers 1 and 2, both diamond stack consolidations (2-8-0).

Jim Smith, later an engineer at the state hospital in Stockton, was the only engineer at the time and was running engine No. 1. His fireman McCurry was later a motorman on the Stockton street cars after he left the"Corral Hollow"or "Andy & Sam Johnson Railway" as the boys called it.

I ran the second engine, No. 2, and a little later when the No. 1 was burned in the roundhouse and the company blamed engineer Smith for it, I took his place on No. 1.

A man named Griffiths was General Manager and George Brown was the Superintendant. Both are now dead.

The engines burned briquettes and we had to clean the fire half way up the hill to Tesla mine nearly every trip as the briquettes were made of oil and coal (darned poor coal) and boy how it used to clinker!

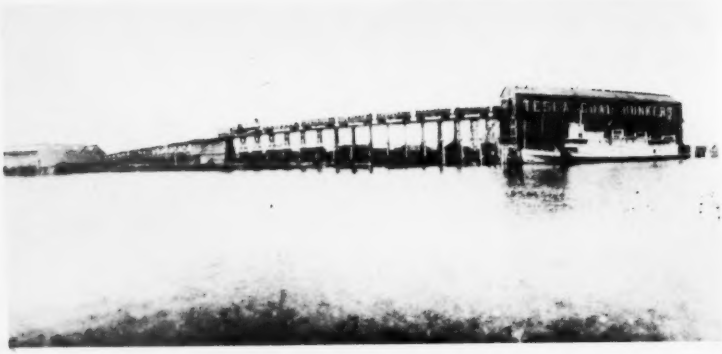
The road was 36 miles long; 20 miles from Stockton to Carbona where the Western Pacific built on to Oakland and 16 miles from Carbona up to the Tesla.

The coal for the briquettes, or most of it, was mined at Tesla. There was a clay mine there also with the finest fire clay anywhere around. About two miles below Tesla was the sewer pipe plant at what was called Walden. Just below that was the Carnegie Fire Brick Plant, and both places used the clay from Tesla mine.

Just below Carnegie was a river bed pit of the finest and cleanest gravel found anywhere, and Stockton streets were made of it all the time I was on the road.

We hauled the clay to the two plants, coal and gravel to Stockton and sometimes we would pick up a car of manganese as there was a small deposit a short distance from Carnegie.

I have quite a collection of pictures of this road and the mines. One shows the Stockton bunkers from accross the slough showing engine number 1 and a string of cars going up a ramp to the top of the bunkers where they dumped the coal from the mines to be used for briquettes.

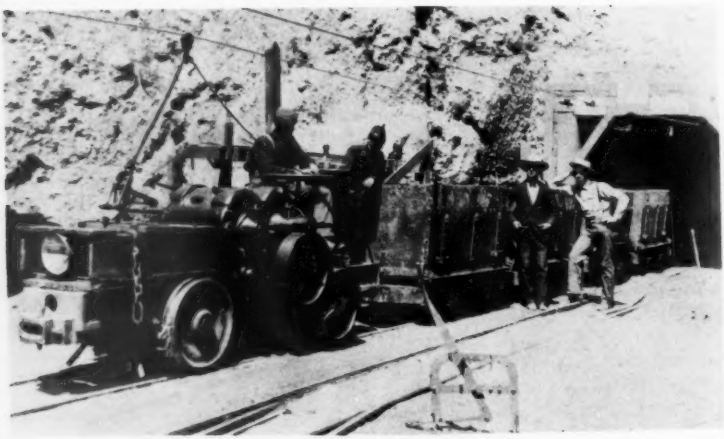


TESLA COAL BUNKERS at Stockton showing Alameda & San Joaquin engine Number One and a cut of cars going up the ramp.
-- Dan McKellips Collection

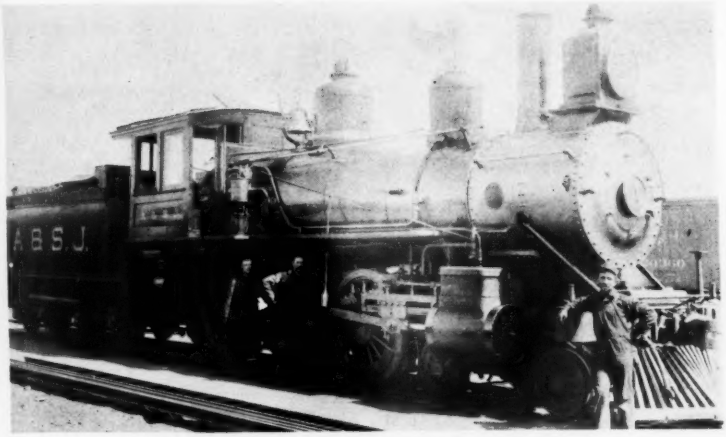
ROSTER OF THE ALAMEDA & SAN JOAQUIN RAILWAY

No.	Type	Cyl.	Dvs.	B.P.	T.F.	Weight	Builder	Date	Disposal
1	2-8-0	18x24	57	150	17400	190500	Richmond	1896	W.P. 121
2	2-8-0	18x24	57	150	17400	190500	Richmond	1896	W.P. 122

W.P. 121 scrapped in 1934



TESLA COAL MINE electric motor hauling coal cars at the mine.
-- Dan McKellips Collection



ALAMEDA & SAN JOAQUIN RAILWAY engine Number One at Stockton in 1904 with Ray Smith, fireman, Dan McKellips, engineer and Angelo Sanguinnetti, brakeman. -- Dan McKellips Collection

The road had a wye just north of the Santa Fe Railway west of their depot on Hazleton Avenue where the gravel was spotted for the city of Stockton. Also at Stockton was a three stall roundhouse and turntable, a large oil refinery and the briquette plant.

I do not recall how many cars they had, but they had a lot of flats for gravel and gondolas for coal, clay and gravel.

I have had lots of experiences with near run away trains on the hill on account of poor up keep of equipment and rotten ties letting the engine into the ditch.

I was going into a spur one day going up and the rotten ties let the engine clear down on one side up to the axels. With no help available, I walked seven miles to Tracy to borrow the Southern Pacific's hydraulic jacks, came back , jacked engine up, got the section crew to put in new ties under the engine, did the work and went on up to the mines. I was on duty nearly 24 hours before the dust settled. That was railroading!

Another time, I started out during the high water in the early spring of 1907 and west of the San Joaquin River bridge near Fitz found the bridge was washed out. I backed to Stockton, and took our train over the Southern Pacific to Tracy where we could join our own road again. I did not get home again for five weeks as I had to stay at the Hotel in Tesla and work the train between Tesla and the washout.

I never heard of any engines before those two Richmond consolidations though there might have been one borrowed and used on construction trains until the two came in 1896. The road had one combination coach for passengers that doubled as the caboose.

Locomotives of the
WESTERN PACIFIC RAILROAD

Steam

Numbers	Type	Cylinders	Drivers	Pressure	Tractive Effort	Engine Weight	Builder & Date
1-20	2-8-0	22x30	57	200	43,300	364,000	Baldwin 1906.
21-65	2-8-0	22x30	57	200	43,300	358,000	American 1902.
71-85	4-6-0	21x26	67	200	29,100	319,000	American 1908.
86-106	4-6-0	21x26	67	200	29,100	316,800	American 1909.
121-122	4-6-0	18x24	57	150	17,400	190,500	Richmond 1896.
123	2-6-0	16x24	50½	135	14,000	116,000	Baldwin 1876.
124	2-8-0	19½x24	50	150	23,300	178,000	Baldwin 1882.
125	4-6-0	18x24	51	160	21,900	160,000	Pittsburgh 1888.
126	4-6-0	18x24	55	160	19,228	198,400	Rome 1891.
127	4-6-0	18x24	55	160	19,228	198,400	Rome 1891.
151-162	0-6-0	20x26	51	180	31,200	267,630	American 1909.
163	0-6-0	21x26	51	180	34,400	262,500	American 1915.
164-166	0-6-0	21x26	51	180	34,400	262,500	American 1919.
171-180	4-8-2	26x28	73	200	44,000	515,000	American 1924.
201-205	2-6-6-2	23½-37x32	57	200	80,000	641,660	American 1917.
206-210	2-6-6-2	23½-37x32	57	200	80,000	637,460	American 1924.
251-256	2-8-8-2	26-26x32	63	250	150,900	1,073,350	Baldwin 1931.
257-260	2-8-8-2	26-26x32	63	250	150,900	1,066,450	Baldwin 1938.
301-305	2-8-2	28x30	63	200	60,300	534,550	American 1918.
306-310	2-8-2	27x32	63	200	60,000	530,550	American 1919.
311-315	2-8-2	28x30	63	200	60,300	536,900	American 1921.
316-321	2-8-2	28x30	63	200	60,300	506,400	American 1923.
322-326	2-8-2	28x30	63	200	71,300	518,600	American 1924.
327-331	2-8-2	28x30	63	200	71,200	594,000	American 1926.
332-336	2-8-2	28x30	63	200	71,300	599,000	American 1929.
401-407	4-6-6-4	22-22x32	70	265	99,600	991,500	American 1938.
481 - 486	4-8-4	27 x 30	73½	260	64,200	466,100	Lima, 1943

Diesels

B-B (Switcher) Type

Numbers	Horsepower	Drivers	Engine Weight	Tractive Effort	Builder & Date
501-503	600	40	200,000	50,000	EMD, 1939
504-511	660	40	198,000	50,000	Alco, 1942
551-558	1000	40	230,000	57,500	Alco, 1943
559-562	1000	40	231,000	57,500	Alco, 1950
563, 564	1000	40	231,000	57,500	Alco, 1951
581-585	1000	40	244,800	60,000	Baldwin, 1945
601-606	1200	40	247,600	62,000	EMD, 1952
701-709	1500	40	240,000	60,000	EMD, 1952

2 (B-B + B-B) (Freight) Type

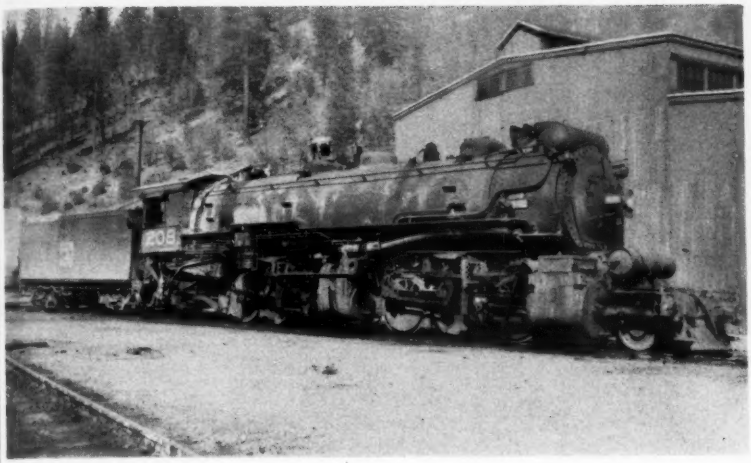
901-903	5400	40	907,590	225,000	EMD, 1941
904-906	5400	40	915,920	225,000	EMD, 1943
907-912	5400	40	926,620	225,000	EMD, 1944

3 (B-B) (Passenger) Type

801-803	4500	40	733,600	176,000	EMD, 1947
804-805	4500	40	733,600	176,000	EMD, 1950

4 (B-B) (Freight) Type

913-921	6000	40	953,200	239,000	EMD, 1950
922-924	6000	40	953,200	239,000	EMD, 1951



The Last of the Mallets: 208 at Keddie, Calif.

MOTIVE POWER NOTES:

All steam locomotives have been retired except as follows:

Stationary boiler at Portola: 21

Stand-by at Stockton: 26, 33, 40, 63, 65, 94, 164, 308, 309, 326, 329, 331, 334, 483 and 486.

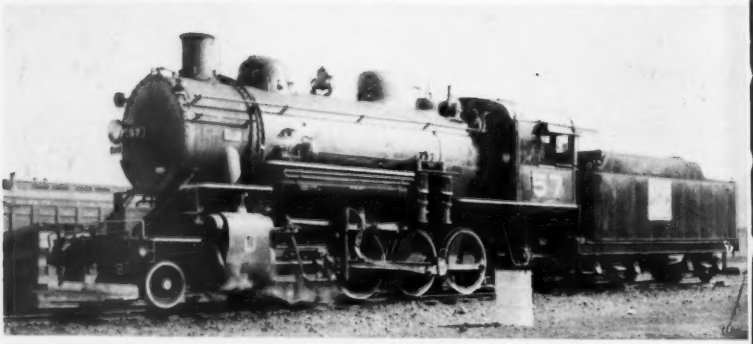
Stand-by at Oakland: 166

Stand-by at Oroville: 165

Stand-by at Sacramento: 30

LOCOMOTIVE HISTORIES:

121-122 originally Alameda & San Joaquin A-1 and A-2
123 Originally V&T 23, Boca & Loyalton 4.
124 Originally Boca & Loyalton 5.
125 Originally Boca & Loyalton 7.
126 Originally D&RG 546, sold Tidewater Southern #1
127 Originally D&RG 549
163 Originally United Verde Copper Co. 9, pur. 1927
164-166 Originally United Verde Copper 86-88, pur. '27
171-180 Originally Florida East Coast 403-408, 410, 412, 414, 415; purchased 1936.
306-310 Originally Elgin, Joliet & Eastern 802-806.



Engine 172 with the "Exposition Flyer" in Altamont Pass on May 30, 1939.--Bert Ward via Guy Dunscomb
Engine 57 at Stockton under steam ready to go out.
Engine 315 headding a troop special during World War II . Photo from Guy Dunscomb.